



Recommended Security Guidelines for Airport Planning, Design and Construction

U.S. Department of Homeland Security, Transportation Security Administration

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Airport security planning and design can sometimes seem a bit confusing; there are many fundamentally different elements to be considered, all of which must be integrated to work smoothly together as the threat continues to change and the airport's physical, electronic and regulatory security environment must constantly adjust. There are currently very few new airports and relatively few new terminals being built. The majority of changing security requirements will be accomplished in existing facilities that are often 15-20-25 years old and not designed to accommodate today's security measures and technologies. This publication is intended to bring an airport-wide focus to the various planning and design issues surrounding airside, landside, terminal, perimeter, IT, surveillance, access control, and indeed, to the unsecured but critical publicly accessible side of the airport. This guidance contains no legal or regulatory mandates. The planning and design concepts are current as of the 2011 publication date and will likely be updated as regulations and technologies change. The document consolidates information developed through the participation of the Transportation Security Administration (TSA) and other government and aviation industry and airport professionals. The information contained herein was gained through the experiences of represents a broad range of aviation security programs and projects at numerous United States airports, and through the continuing efforts of government and industry to develop improved approaches to incorporating cost-effective security features into the early planning and design of airport facilities. The information presented in this document is the fourth update since the series was initiated by FAA, adopted by TSA, and is revised and updated periodically as lessons are learned, and regulations, security requirements, and technologies change. In particular, the modifications found in this iteration are most extensive in the chapters regarding baggage screening systems, passenger screening checkpoints, and access control systems, including biometrics, all of which have experienced very significant changes in recent years. There is also new material addressing command and control facilities and concept of operations (ConOps) due to the growing complexity of airport security systems.

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